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EXPLOSION, RAIN OF IRON.

MANY HURT BY MISSILES.

Yacht Club Women Give First Aid -Subway Boring Suffers.

More than a dozen persons, one of whom will probably die, were injured by the explosion of a boiler in the air compressing plant for subway construction at 163d-st. and the North River yesterday. Scores of men, women and children barely escaped the shower of steel that fol-

The completion of the boring for the subway tunnel through the solid rock from 148th-st. to Fort George may be delayed as the result of the explosion, as the compressors furnished not only the power for the drills, but also ran the fans to clear that part of the tunnel already completed. The list of injured, all of whom are in the J.

Hood Wright Hospital, is as follows: ALTENISIA, Edward R., thirteen years old, No. 307 East 71st-st., right foot crushed.

BARRY, Daniel, assistant engineer, thirty-eight years old, No 510 West 43d-st. scalded about the body, head and limbs, lacerations of chest; under arrest at the hospital charged with felonious assauk. ELWORD. Edward, fifteen years old, No. 142 West 34-st., contusions of the left side.

Alternsia, Amato and Elword had been swimming and were standing on the river bank when the explosion occurred. One of the beams from the power house, driven high in the air, came down lengthwise, pinning the boys under it.

The corrugated steel roof of the power house was torn into pieces, which flew in a shower over the railroad tracks and clubhouse of the West End Yacht Club. So thick were the fragments on the railroad tracks that they had to be shovelled off to permit the safe passage of

The dome of the boiler which exploded was driven high in the air and landed on the slope of the hill 300 feet away. It rolled to the feet of a party of seven women and children sitting beneath a big tree near the clubhouse. None of them were injured.

The power house was a one story building with a frame of steel beams covered with corrugated steel. It was built five years ago and in it were a battery of four boilers of eighty horsepower each and the engines and air compressors which they fed. It was situated at the bottom of the big hill which stretches toward the river from 169th-st., ten block south. The power house is separated from the water's edge by the double tracks of the New-York Central and Hudson River Railroad. Across the tracks is the house of the West End Yacht Club.

The verandas of the clubhouse held more than a hundred people when the explosion shook the building. Then began the shower of beams, scantlings and bits of steel and iron. From the wrecked powerhouse the people could hear the cries of the maimed men. Led by the steward of the club, A. Seifriz, they ran across the tracks. It was some time before they could force their way into the shack on account of the clouds of steam. When they were able to get in with John Farrell and Patrick Ryan, two members of the day shift at the power station, who happened to be out of the building when the explosion occurred, they found Barry, the engineer, huddled up in the corner furthest from No. 1 boiler, which had exploded. Morgan, the freman, had been hurled against the side of the building and was pinned down by a steel beam. Both men were carried into the clubhouse. Mrs. Seifriz and the Misses Barbara Concle, Emma Marshall and Ida and Emma Jones bound up

their wounds as best they could. Barry and Morgan were carried into the launch belonging to Adam Marshall, and in charge of Policemen Delamater and Burban taken to the landing at 129th-st., where they were met by ambulances from the J. Hood

Wright Hospital. While the two men were being removed to the clubhouse women on the veranda had seen the plight of the boys. All three were knocked down by the beam and lay still, as if unconscious, They were taken to another boathouse near by

They were taken to another boathouse near by and revived by the ambulance surgeons before they were removed to the hospital.

Two girls who were walking on the railroad tracks stopped at the sound of the explosion and looked back. A few seconds after they had done so a steel beam landed almost at their feet.

Dr. Severance, at J. Hood Wright Hospital, treated seven other people who went there from the scene of the explosion. They had sustained cuts from the shower of steel and the bits of roofing. Dr. Norton said he attended several in-

roofing. Dr. Norton said he attended several in-jured people at the clubhouse.

The shower of steel tore down almost all the

The shower of steel tore down almost all the telegraph wires along the railroad tracks. On one of those that remained were found Morgan's shirt and stockings, a hundred feet from the power house. Within five feet of the south side of the power house was a coop used as a home for rabbits, guinea pigs and doves. Not one of the pets was injured.

Besides ordering the arrest of the injured engineer, Barry, Captain Halpin also ordered that James L. Keaveny, a clerk at the plant, be taken into custody. He was charged with felonicus assault, as he seemed to be the only one about the plant in anything like a responsible position. The property, according to the police report, belonged to John B. McDonald, the subway contractor. The contractors of record for way contractor. The contractors of record for the boring are L. B. McCabe & Bro.

C. OLIVER ISELIN ILL.

Under Doctor's Care - Father's Death Made Condition Worse.

C. Oliver Iselin, the yachtsman, is still at his home at All View, on Premium Point, New-Rochelle. He is under the care of a specialist and nurses, and is said to be suffering from a nervous breakdown. Mr. Iselin has not been seen about New-Rochelle since he returned from Aiken two months ago.

The recent death of his father, Adrian Iselin, it is said, has aggravated Mr. Iselin's condition, At his home it was said last night that he was living quietly under the doctor's care, but that his condition was not such as to cause his famfly any alarm. It is said that as soon as he becomes strong enough to make the trip Mr. Iselin will go to Germany.

GERMICIDE BAD FOR FIREMAN.

One Who Rushed Into House Undergoing Fumigation Rescued with Difficulty.

[BY TELEGRAPH TO THE TRIBUNE.] Pittsburg, June 18.—The superintendent of the Pittsburg Shelter House this morning fumigated the house by burning sulphur. The smoke issuing from the windows caused some one to turn in a fire alarm. Engine Company No. 30 re-

Lieutenant John Martin, without inquiring. ran into the building, and up three flights of stairs, searching for the fire. On the third floor he was overcome. Captain Joseph Schloss learned his subordinate officer was inside the building, and, at the risk of his life, reached Lieutenant Martin and carried him down the fire escape. Lieutenant Martin is in the hospital, where pure air is being pumped into his

RUTGERS COLLEGE GRADUATES, '05.



Five Men Lay Flat Between Tracks As Trains Rush On.

Five men employed by the De Dietrich Motor Car Company, of No. 11/2 West 34th-st., who were in one of its stock touring cars, narrowly escaped death or serious injury early yesterday when their automobile was struck by a New-York Central and Hudson River express train at the Fordham Landing crossing in The Bronx. They had just time enough to jump from the machine as it stopped in the middle of the track.

The express engine hurled the automobile to another track in front of a freight engine. The freight engine tossed the car, reduced to a tangle of scrap iron, to the side of the tracks. The five men had thrown themselves flat on the gravel between the tracks, as the freight and express rushed by them and all escaped without harm. They refused to give their names to the

The party had come from New-Haven and intended to cross the Harlem at Kingsbridge, so as to reach Broadway. In the darkness and their ignorance of the streets, they went too far down the river, and turned down the steep, short section of the Fordham Road, running from Sedgwick-ave. across the railroad tracks to the Fordham Heights station and ending at the Fordham Landing pier. Had they passed the crossing and escaped the trains, they might have plunged off the end of the pier into the river.

There are gates at both sides of the crossing at the Fordham Heights station, and a bell rings at the approach of a train going either way. According to Patrolman Donovan, of the Highbridge station, who was on post at the crossing, the gates were down, as the two trains southbound and northbound were due, when the automobile sped down the steep hill from Sedgwick-ave.

The negro driver steered the machine so that it passed the end of the gate and went on across the four tracks. Donovan shouted to the automobilists to back out, that a train was coming. At that moment the warning bell sounded, indicating the approach of the express, At the same time, too, a full freight train appeared. Both trains were within a few hundred yards of the crossing when the party in the automobile realized their danger.

The driver put on the brakes, and then, either because of fright or lack of acquaintance with the machine, was unable to move the car either forward or backward. It remained fixed across the inner northbound track, with the headlight of the express lighting up the terrified faces of

the party.

the party.

They leaped from the car and threw themselves flat between the inner and outer northbound tracks, grovelling in the ballast to escape the rush of air.

The pilot of the big express locomotive struck the side of the automobile and huried it diagonally across to the track on which the freight train was. The wreck of the touring car had hardly settled when the freight engine struck it, knocking it off the tracks and into the ditch beside them.

The automobilists crounded and hugged the ground, with the pieces of their car hurling above their heads, and managed to hold tight till trains had passed. Patrolman Donovan and the employes in the station expected to find

The freight and express engines went on without slacking speed

FOUR HURT AT GAME.

Ambulance Plays Important Part in Baseball Contest.

The spectators who attended a ball game at Crotona Park yesterday afternoon accumulated excitement enough for half a dozen ordinary contests. Accidents of all sorts happened, one of which may result fatally. Four times an ambulance had to be summoned from Fordham Hospital, and each time its appearance almost pre-

cipitated a panic among the four thousand persons on the grounds. The game was between a nine from the employes of the Interborough and a nine headed by Alderman Arthur Murphy. The Murhpyites were leading nicely when the first accident occurred. A batted ball struck John Humboldt, of No. 302 East 66th-st., in the solar plexus. He collapsed. The ordinary ball field remedles availed not, and he was taken to the hospital, where the physicians said his condition was

Louis Dallinger, who was standing on the side lines, was hit in the left eye by a foul ball. The eye was knocked out. John McDermott, of Van Nest, was so overcome by the excitement that he developed an epileptic fit, and had to be taken to the hospital. Henry Stern, of No. 1461 3d-ave., was overcome by the heat. The nines, despite interruptions, finished the game.

The recre: Murphy's team, 17; Interborough, 6; Fordham Hospital, 4. Nest, was so overcome by the excitement that

FRICK MAY GIVE \$1,000,000 TO HALL.

Urged Pittsburg Veterans to Increase Estimates for Memorial.

[BY TELEGRAPH TO THE TRIBUNE.] Pittsburg, June 18 .- The old soldiers of Pittsburg are to have a memorial hall erected at a cost of not less than \$2,500,000. Of this amount it is understood that H. C. Frick will give \$1,000,-000. It had been the intention to build a \$1,000,-000 memorial hall, but when Mr. Frick was here a few days ago a delegation waited on him and asked what he would do toward making up the desired amount.

"One million is too little," said Mr. Frick.
"Make it \$2,560,000, and you can count on me to do my share."

It is understood that the "share" of Mr. Frick

Ips been explained as \$1.000,000.

TWO ENGINES HIT CAR. Rumor That Kaiser May Call Con- Central's Flyer Runs 75 Minutes GERMANY'S EXPLANATION ference of Powers.

London, June 19 .- According to "The Daily Mail's" Paris correspondent, Emperor William has been sounding the powers with the object of convening an international conference to settle Far Eastern affairs.

GOVERNOR AT ALBANY.

He and Superintendent Hendricks Discuss Equitable Report.

Albany, June 18 .- Governor Higgins returned to Albany early this morning after his fortnight's trip to the West and Cambridge Springs, Penn., and will remain here for the present, especially in view of the extraordinary session of the legislature, which he has summoned to meet at noon next Wednesday.

The Governor had nothing to say on any subject, whether relative to the situation in the Equitable Life Assurance Society, the report of Superintendent Hendricks thereon or what subjects he would himself bring before the legislature. He was with Superintendent Hendricks a part of the day, and he said to-night that he and Mr. Hendricks had talked over some phases of the report. Most of the afternoon and evening he passed with his legal adviser, ex-Senator Cuthbert W. Pound.

Superintendent Hendricks left here this afternoon for his home, in Syracuse. It is understood that he will return here te-morrow. He refused to discuss any question relating to the report on the Equitable case, except to say that it would not be made public to-day. It is generally supposed that some parts of it are now in the hands of the State Printer, but it was learned from a trustworthy source to-night that the report is not altogether complete even yet. It is believed that it will not be ready for publication before Tuesday, if then.

BOSTON "GRAFTERS" HOLD RECORD.

ment Highest of American Cities.

[BY TELEGRAPH TO THE TRIBUNE.] Boston, June 18.—According to official figures, Boston municipal "grafters" hold the record. The statistics prepared by Harvey S. Chase, an expert, in the Mayor's office, show that the expense per capita of running the Public Buildings Department alone is 24 cents a year, estimating Boston's population at 600,000. This, according to the same source of information, is against the per capita cost in New-York for the same department of 20 cents, Philadelphia, 14 cents; St. Louis, 10 cents, and Baltimore, 16 cents.

Fictitious names have been found on the rolls and syndicates have been organized to do carpenter work and electric wiring for public buildings for which men were already carried on the proviols, while one concern has a monopoly in disinfectants which is making it rich.

DROPS TOY ON BABY'S HEAD.

Little Girl Throws Horse and Wagon to Sister, Fracturing Skull.

Huntington-st., Brooklyn, was the innocent cause of what will probably prove fatal injuries to her eight months old sister, Martha, at their home

Tessie Creamer, a neighbor, was sitting on the front perch holding the baby in her arms. Esther was playing upstairs with a toy horse and wagon of iron. She ran to the window and threw the toy to the baby. It hit the baby's head, knocking the child from the arms of Miss Creamer. At the Long Island College Hospital it was said that her skull was fractured and she would probably die.

SQUADRON SAILS TO HONOR DEAD.

Body of John Paul Jones Will Soon Begin Final Stage of Last Journey.

Rear Admiral Sigsbee's cruiser squadron, detailed from the North Atlantic squadron to bring the body of John Paul Jones to this country, left port yes-terday for France. The squadron, consisting of the flagship Brooklyn and the cruisers Chattanooga. Tacoma and Galveston, arrived at the naval anchorage off Tompkinsville two weeks ago and remained there awaiting the arrangement by the French authorities of the ceremonies to attend the embarkation of the body at Cherbourg. The flagship signalled the squadron to get under

way at 2 p. m. and led the way through the Narrows.

The body of the admiral will be carried aboard the Brooklyn, saluted by the French and American warships, and placed on a flag draped catafalque on deck, just forward of Admiral Sigsbee's quarters, after which the squadron will proceed for An-

DEAD FROM CIGARETTE SMOKING.

Canoeist, After Using Five Boxes in Four Hours, Succumbs. [BY TELEGRAPH TO THE TRIBUNE.]

Melrose, Mass., June 18.—After smoking five boxes of cigarette from 12 o'clock midnight to 4 a.m., while canoeing with a party of friends in a pond here, Philip Weller, twenty-three years old. of East Watertown, fell from a landing into the water this afternoon, and died suddenly from heart disease before his companions could pull him out. Weller and a number of companions had been canoeing, and had arrived at the boat landing. All the party got out except Weller, who tripped and in a style that showed she was as fast as the fell into the water. A boat oar was handed for day she left the shops. For three-quarters of an him to grasp, but death was instantaneous. Medi- hour in the gathering dusk the train skimmed cal Examiners Perley and Jack, of this city, said death was due to heart disease, brought about by elcersive use of cigarettes.

Faster than Schedule to Buffalo.

Buffalo, June 18.-The Twentleth Century from Chicago, eastbound, arrived twenty-five minutes ahead of schedule time. The train was brought here from Cleveland. 186 miles, in 143 minutes. The Twentieth Century Limited from the east arrived here to-night exactly on schedule time, 11:47. Engines were changed in three minutes and the train was handed over to the Lake Shore at 11:50 to continue the trip to Chi-

As the eastbound flyer had already run fifty minutes under her schedule to Cleveland, she reached here in seventy-five minutes less running time than was allowed.

EASTBOUND TRAIN'S RUN.

No Vibration Felt at Highest Speed -One Mile in 40 Seconds.

[BY TELEGRAPH TO THE TRIBUNE.] Cleveland. June 18 .- Panting with the effort of becoming the fastest long distance passenger train in the world, the Twentieth Century Limited rushed into the Union Station here at 8:31 this evening, 318 minutes out of Chicago and twenty minutes ahead of her schedule. At Elkhart, Ind., and Toledo, Ohio, the two divisional points west of Cleveland, the train was from twelve to fifteen minutes ahead of her schedule and long waits were necessary. No attempt is being made to run away from the schedule on this initial eighteen hour trip, and the train will probably pull into the Grand Central station a little before 9:30 to-morrow morning. If the record of the first three laps is kept up the run will show the fastest time ever made by a regular train on a

Fully twenty-five thousand persons saw the Twentieth Century pull out of Chicago at 2:30 o'clock this afternoon. Scores of interested railevery viaduct, every suburban station platform article, and, according to the indications furand each boulevard crossing was packed with Cost of Running Public Buildings Depart- people who were anxious to cheer the new flyer. markable speed. There was a brief stop at the proviso that its scope must first be clearly Englewood, which was reached in ten minutes from the terminal, three minutes less time than the old twenty hour Century was in the habit of making it. The Illinois grade crossing law enforced stops at Grand Crossing and South Chi-

thousand mile run.

"THE FASTER THE STEADIER."

Once out of the city limits the flyer settled down to a gait varying from a mile a minute to seventy miles an hour. It seemed to be a case of "the faster the smoother," for the greater the speed of the train the less was the sense of motion to the passengers, who occupied every seat and compartment in the four cars. In the cafe car just back of the big compound engine, where the motion of the train was most perceptible, Assistant Superintendent D. C. Moon and C. F. Daly, passenger traffic manager, experimented with a glass filled to the brim with water. There was no splashing over the edges, and that tells Shore divisions. As the road runs nearly as Little five-year-old Esther Jacobson, of No. % straight as a survey line the cars were not tossed about by curves.

> The passage of the Century was made a gala event by the people of Chesterson, who gathered a thousand strong on the village green, which is near the railroad track. They had just about three seconds in which to enjoy the spectacle. for the train was reeling off miles in forty-odd seconds on that particular stretch of track. The passengers saw nothing but a blur of faces, a smear of the color of waving flags and a sense of distant cheering. The train climbed the highest grade on the

> line between Chicago and New-York, a little matter of twenty-six feet to the mile, at a rate of fifty-five miles an hour.

> A MILE UNDER FORTY SECONDS. Laporte, Ind., fifty-nine miles out, was reached in 65 minutes and just beyond a measured mile was run in 40 seconds, which is possibly

the fastest time on the trip. At Rolling Prairie the train did several miles in 43 and 44 seconds. The speed steadily increased toward the end of the division. South Bend, 86 miles from Chicago, was reached in 87 minutes, the train being five minutes ahead of her schedule. There the Twentieth Century passed the New-England express, which left Chicago nearly an hour

The train pulled into Elkhart 12 minutes ahead of time, having made the 101 miles from Chicago in 91 minutes actual running time. At Elkhart a dining car was added and the task of rushing the Century through to Toledo was given to Engine No. 5,003, known to the trainmen as the "Flying Dutchman." She certainly lived up to her name, reeling off many a mile in forty-one seconds. The last stretch of the Air Line, sixty-seven miles from Edgerton to Toledo, was run in fifty-seven minutes. The train covered the 134 miles of the division in 121 minutes, arriving twelve minutes ahead of time.

FAST RUN INTO CLEVELAND. From Toledo to Cleveland the engine which

the Lake Shore exhibited at the World's Fair in Chicago, and which experts pronounced entirely too heavy for passenger service, took the train in a style that showed she was as fast as the

Continued on second page.

TENNIS WITH AUTOMOBILE. TO SETTLE FATE OF EAST. ALL TRAIN RECORDS GO. NO MENACE TO FRANCE.

Outlook Brighter for a Definite

Agreement on Morocco. Paris, June 18 .- The improvement in the

Franco-German situation took a more definite turn to-day as the semi-official version of yesterday's conference between Premier Rouvier and Prince von Radolin, the German Ambassador, became known. This version shows that the Ambassador asked France to accept in principle the plan of an international conference, leaving the details to be adjusted later. Premier Rouvier answered that he desired first to be advised on Germany's object in holding the conference and the questions it would be called upon to consider. As the result of instructions from Berlin,

Prince von Radolin was able to respond to these inquiries and to give definite information regarding the German government's ideas on the scope and limitations of the conference. He was also able to relieve the conference plan from any appearance of being a menace to France or of being a preliminary step to override French prestige in Morocco With these explanations, informal meetings

will continue with a good prospect of resulting in a definite agreement. There is, however, a necessity for further exchanges between the governments with the view of fully defining the extent of the conference. Premier Rouvier also had a long conference

with Paul Cambon, the French Ambassador to Great Britain. The conversations between the Ambassador and Lord Lansdowne showed that the British declination to take part in the conference had been entirely free from the belligerent tone ascribed to it. Moreover, Great Britain is resolved to adhere to Artice 9 of the declaration of April 8, which says:

The two governments agree to lend each other diplomatic support for the execution of the clauses of this declaration.

Great Britain intends loyally to interpret this nished by her, will assist France in settling Moroccan affairs. Therefore, if the conference takes place Great Britain will partake in it with

ALLIANCE WEAKENED?

defined.

Germans See Possible Break Between France and Britain.

Berlin, June 18.—The expression through a semi-official newspaper of Paris that Great Britain does not support France steadfastly in the Morecco dispute pleases German observers, because that is precisely the basis on which the German Foreign Office presses France to take part in the international conference; that Great Britain offers no serious objection and has informed Germany that she will take part in the conference if France does.

Opinion here to-day is that German diplomacy has inserted a wedge between France and Great the story of the smooth roadbed on the Lake Britain and destroyed the growing friendship between them by putting France in such a position that she made demands on this friendship which Great Britain would not meet.

Dispatches from Prince von Radolin, the German Ambassador at Paris, which were received last night, were forwarded at once to the Emperor at Hamburg.

A. B. ALSO AN ABLE SWIMMER.

Takes a Long Dive Into the East River to Save a Small Boy.

Diving from the deck of the United States transport Granite State into the East River yesterday, Arthur J. Barry, A. B., rescued nineyear old Theodore Regenstiuck from drowning.

Young Regenstiuck, with several companions, was playing on the bulkhead at East 23d-st. when he fell between the bulkhead and a scow. Nobody but children saw him fall at the time, and the child was fast drowning when Barry dived from the deck of the transport and swam to his assistance.

Regenstiuck had gone down twice before Barry reached him. Barry grasped him by the collar and swam with him to the pler, where a patrolman threw him a rope.

The unconscious boy was taken to Bellevue, where is was said he would be none the worse for his experience. His home is No. 157 Allen-Barry swam to the transport, donned new "whites" and refused to say a word about the

BUNKER HILL BATTLE PLAN FOUND.

Boston Man Unearths Rare Document at Quebec. [BY TELEGRAPH TO THE TRIBUNE.]

Boston, June 18.-A Boston man has recently found in Quebec a plan of the battle of Bunker Hill, by a British army officer who took part in the fight 130 years ago. New light is shed on the battle of Bunker Hill, according to Professor Mac Vane, of Harvard, who has examined the docu-The title and explanatory matter on the map reads:

'Plan of operations on 17th June 1775 agaynst in-Flan of operations on 17th June 1775 agaynst in-trenchments and redoubts erected on Charlestown Hill by the rebel forces to which is added the posi-tion of the New fort on Bunker Hill (400 yds.—75 yds.) completed in September." Details of the land and the naval forces engaged on both sides are added, with names and numbers of the British regiments, the total being 2,654.

RUSSIAN TROOPS ROUTED.

SHARP ACTION ON JUNE 16.

Five Thousand Men Driven North,

with Heavy Losses. Tokio, June 18.—The following report has been eceived from the Manchurian armies

In the Wel-Yuan-Pao-Men district at o'clock on the morning of June 16 three hundred of the enemy's cavalry advanced against Ku-

Yu-Shu, but were repulsed. In the Cha-Mo-Tu district our advanced force, after driving out the enemy stationed at Su-

Mien-Cheng, occupied that village. In the Ta-Sia-Mo-Tun district our detachment, after dislodging the enemy's cavalry at Sou-Cha-Tzu, eight miles west of Su-Mien-Cheng, occupied that village.

In the Kang-Piu district at 1 o'clock on the morning of June 16 our centre column, after routing the enemy's cavalry outposts at Tien-Chia-Wo-Peng, sixteen miles northeast of Kangping, and continuing a vigorous pursuit, attacked the enemy's position at the southern end of Liao-Yang-Wo-Peng and to the eastward, between 4 and 8:30 o'clock, and at 9 o'clock we ompletely occupied Liao-Yang-Wo-Peng.

Our right column, after driving the enemy's cavalry before it, occupied Lo-Chuan-Pou, nine miles east of Liao-Yang-Wo-Peng. This column again shelled the enemy's cavalry retreating to the northward, inflicting heavy injury. The enemy was finally thrown into great confusion. The left column poured a fierce fire on a thou-

sand of the enemy's cavalry retreating to the

northward of Liao-Yang-Wo-Peng and inflicted

heavy damage According to prisoners, five thousand cavalry. with twenty guns, forming part of General Misthenko's army, occupied Liao-Yang-Wo-Peng. The main force retreated northward and parts of it to the northeastward and northwestward in disorder. There are evidences that the enemy was panic stricken and utterly confused. Abandoned provisions and clothing indicate the great difficulty the enemy had in carrying off supplies. In retreating the enemy fired a house south of Liao-Yang-Wo-Peng, and it is presumed that

he intended to incinerate his dead. Our casualties were thirty killed and 185 wounded. The number of the enemy's casualties is not certain. His dead left in front of the centre column numbered eighty, and therefore the total Russian losses in all directions seems

St. Petersburg, June 18 .- Although the way has been smoothed for a peace conference, the operations in Manchuria appear to be in full march toward a big engagement, the Japanese having pushed forward as far as Liao-Yang-Chung-Keng (Liao-Yang-Wo-Peng), west of the Liao River, thirty-three miles north of Fakomer The Japanese have strong forces here as well as in the rear of General Linevitch's advance detachments near Chang-Tu-Fu, and even threaten the flank of the fortified position at Si-Ping-Hai, where General Linevitch intended to offer battle, but whence he pushed far to the southward in the months of inactivity on the part of the Japanese. It is not known here whether General Linevitch will retire slowly on these positions or whether, as he intimated recently in an interview, he intends to meet the Japanese flanking operations to the westward by a counter offensive movement.

A dispatch from the headquarters of the Russian army at Godzyadani describes fighting in the vicinity of Liao-Yang-Wo-Peng from 2 till 8 o'clock on the morning of June 16. The Russian artillery at first forced the Japanese to retire along the whole line. In the mean time another force of Japanese turned the Russian right flank, compelling the detachment to retire from Liao-Yang-Wo-Peng. At this moment a strong Japanese infantry column was observed approaching. The Russian losses says, were only six wounded.

RUSSIANS IN MONGOLIA.

Fears at Peking That the Province May Be Seized.

London, June 19 .- The correspondent at Tokio of "The Daily Telegraph" says:

A Russian cavalry base has been established at Pedue, in Mongolia. Fears are expressed by the Peking government that Russia, expelled from Manchuria, may scize Mongolia.

A Yinkow telegram says that cholera and dysentery are raging at Harbin, and that the death rate there is 100 daily.

A PROTEST TO RUSSIA.

Great Britain Asks Reparation for the St. Kilda's Sinking.

St. Petersburg, June 18 .- Sir Charles Hardinge, the British Ambassador, has brought the case of the British steamer St. Kilda, which was sunk by the Russian auxiliary cruiser Dnieper on June 5 in the China Sea, before the Foreign Minister. Count Lamsdorff, asking that reparation be made and that steps be taken to prevent the recurrence of such actions by Russian war-

Count Lamsdroff replied that Russia's previous assurances still held good, and that this probably was an isolated case, due to the present disorganization of the Russian naval forces in Far Eastern waters. The Ministry of Marine, Count Lamsdorff said, had no information of the location of the Dnieper, but he promised the Ambassador that the matter would be investigated.

RIOT IN PRISON AT REVAL

Prisoners Attempt to Escape-Troops Called In-Offenders Flogged.

Reval, June 18 .- A riot of two hundred prisoners, owing to alleged maltreatment, broke out in the prison here last night, and was quelled at 3 o'clock this morning with the aid of troops from the garrison. The rioters, who included women, smashed the furniture and the windows and attempted to escape, but the police and soldiers effectively held all exits. The offenders were flogged to-day.

OHIO REPULSES WOULD-BE BRIDES.

Eloping Couples from Pittsburg Were Sent Back Unmarried.

[BY TELEGRAPH TO THE TRIBUNE.] Pittsburg. June 18.—No more can Pennsylvania would-be brides invade Ohio and be legally mar-ried. The Probate Court of Ohio has decided that the justices of Columbiana County, the "Gretna Green" of Ohio, cannot secure marriage licenses by telephone as heretofore. Then, again, the marriage license cannot be granted unless the pros-pective bride is a resident of the State. Recently numerous couples who have not become

acquainted with the new order of things have been disappointed in not being able to get married. Eight couples were turned away by one justice in